DEPARTMENT OF TRANSPORTATION
DIVISION OF ENGINEERING SERVICES
Office of Structural Materials
Quality Assurance and Source Inspection

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Contract #: 04-0120F4
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DAILY PROJECT JOURNAL

Prime Contractor: American Bridge/Fluor Enterprises, a JV **Report No:** DPJ-000640
Contractor: Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island **Dated:** 28-Jan-2008
Location: Changxing Island, Shanghai, China

Submittals(New / Total): **CWR's:** / **HSR's:** / **NCR's:** /

Item	Title	Detail
1	Major component movement	OBG Production: Welding stiffeners to skin plates, Beveling closed-ribs. Tower Production: Cutting type 3 diaphragm plates for tower, Heat straightening diaphragms. 77m Tower Mock-up: Welding corner stiffeners. 89m Tower Mock-up: Welding skin plate to skin plate corner joints. 114m Tower Mock-up: Drilling holes for tower splice. 50 ton jacks on inside still in place.
2	Meetings attended	QA met with ABF and ZPMC at 1300 to discuss the schedule and issues. ZPMC asked about the status of CWR's recently submitted. Caltrans stated they have received the CWR's related to the cracks on the 77m and 89m Tower Mock-ups. The CWR's address the repair method and give inadequate pre-heat as an explanation for the cracking. However, the Special Provision list cracks in the mock-ups as a cause for rejection. Caltrans stated the CWR's are being returned for additional information regarding pre-heat, welder, joint gap, electrode used (welds may have been performed with 7018 electrodes not received in hermetically sealed containers), and information regarding what will be done to prevent future occurrences. ABF and Caltrans discussed the transverse cracks on the floorbeams. ABF thinks these are also pre-heat related. ZPMC state they have performed macro-etch testing of the skewed-T PQR

that was rejected by ABF and ZPMC UT technicians and did not see any discontinuities. ABF and ZPMC Level III's will look into this in order to determine if there are issues with the weld and what is causing the UT indications.

ZPMC stated they would like to simulate closed-rib penetration from 50% to 70% by cutting notches of the same geometry into plates since this is difficult to obtain by welding. Caltrans explained that this data would probably not be useful, since this does not simulate the tight fit-up conditions and subsequent partial transmittal of UT energy through the root land which occurs on production welds.

ABF informed Caltrans that ZPMC would like to begin fabrication of the closed-ribs, including bending and fit-up (tack welding). However, ZPMC stated they may not begin fit-up until after the closed-rib welding procedure is submitted and approved.

Inspected By:	McClary,David	Quality Assurance Inspector
Reviewed By:	Lowry,Patrick	QA Reviewer